

Please replace any existing claims with the following claims:

1. (Unchanged) A traffic control system for a traffic congestion zone, including: a traffic event sensing system;

a traffic spacing system activated when said traffic event sensing system detects a first criteria;

said traffic spacing system including a plurality of vehicle speed regulation devices;

wherein at least a first of said plurality of vehicle speed regulating devices has a lower vehicle speed limit than a second of said plurality of vehicle speed regulating devices, said first speed regulating device is behind said second speed regulating device in said traffic congestion zone, whereby at least two vehicles controlled by said first and second in said congestion zone are spaced apart as they move forward in said traffic congestion zone.

2. (Unchanged) The traffic control system as recited in claim 1, wherein said first criteria is the speed of a vehicle located near the exit of said traffic congestion zone.

3. (Unchanged) The traffic control system as recited in claim 2, wherein said speed of a vehicle is stopped.

4. (Unchanged) The traffic control system as recited in claim 2, wherein said speed of a vehicle is measured over a period of time.

5. (Unchanged) The traffic control system as recited in claim 2, wherein said event detector is located on said roadway.

6. (Unchanged) The traffic control system as recited in claim 2, wherein said event detector is a RADAR.

7-10. (Cancelled).

11. (Unchanged) The traffic control system as recited in claim 1, wherein at least one speed regulation device includes at least one transponder.

12. (Unchanged) The traffic control system as recited in claim 1, wherein at least one speed regulation device includes at least one broadcast device located along a roadway.

13. (Unchanged) The traffic control system as recited in claim 12, wherein at least one regulation device includes a receiver.

Claims 14-26 (cancelled).

27. (Unchanged) A method for reducing traffic congestion in a traffic congestion area including the steps of:

- detecting an event causing a traffic congestion;

- detecting an initial distance between at least a first two vehicles in a plurality, of control zones;

- causing said initial distance to increase by limiting the acceleration of at least one vehicle in at least one of said plurality of zones;

- detecting an intermediate distance between at least a second two vehicle in said plurality of control zones;

- causing said intermediate distance to increase if said intermediate distance is not within a target; and

- detecting an end to said traffic congestion if a target distance is detected between two vehicles in one of said plurality of control zones.

28. (Unchanged) The method as recited in claim 27, wherein said initial distance is detected by speed strips.

29. (Unchanged) The method as recited in claim 27, wherein said initial distance is detected by RADAR.

30. (Unchanged) The method as recited in claim 27, further including the act of measuring said velocity of said first two vehicles nearly simultaneous to measuring said initial distance.

31. (Unchanged) The method as recited in claim 30, including the act of measuring said velocity of said second two vehicles nearly simultaneous to measuring said intermediate distance.

32. (Unchanged) The method recited in claim 27, wherein said limiting of acceleration is caused by mechanical means.
33. (Unchanged) The method recited in claim 27, wherein said limiting of acceleration is caused by an RFID acceleration control system.
34. (Unchanged) The method as recited in claim 27, wherein said limiting of acceleration is controlled by a device that includes broadcast devices located along a roadway.
35. (Unchanged) The method as recited in claim 34, wherein said limiting of acceleration is received in the vehicle by an acceleration governor.
36. (Unchanged) The method as recited in claim 35, wherein said acceleration governor includes a reception device.
37. (Unchanged) The method as recited in claim 36, wherein said reception device accepts EM signals from said broadcast device located along said roadway.
38. (Unchanged) The method as recited in claim 36, wherein said reception device includes an RFID that can be read by a transponder.

Claims 39-42 (Cancelled).

43. (Unchanged) The method as recited in claim 27, wherein said causing said initial distance to increase step includes the act of receiving information from one or more units corresponding to a speed of at least one leading vehicle located ahead of said at least one vehicle.
44. (Unchanged) The method as recited in claim 43, wherein said information is received by EMF transmission.
45. (Unchanged) The method as recited in claim 43, wherein said information is received through a LAN network.
46. (Unchanged) The method as recited in claim 43, wherein said causing initial distance step further includes calculating a target distance by processing said information from one or more units before transmitting said acceleration limit

information, said acceleration limit always corresponding to a speed less than said speed information received from a forward unit.

47. (Unchanged) The method as recited in claim 46, wherein said information is from a plurality of forward units.

48. (Unchanged) The method as recited in claim 47, where said information is weighted such that the speed information from the forwardmost unit receives the east weight in determining said acceleration limit.

49. (Unchanged) The method as recited in claim 27, wherein said acceleration limiting may only limit positive acceleration.

50. (Unchanged) The method as recited in claim 49, wherein said acceleration limiting step may only occur if a speed of one of said vehicles has reached a low threshold.

Claims 51-78 (cancelled).

79. (Unchanged) A method for reducing traffic congestion including the acts of: placing an acceleration limiting reception device in each of a plurality of vehicles; activating at least one of said plurality acceleration limiting reception devices in a congestion reduction zone; and transmitting instructions to at least one of said plurality of acceleration limiting reception devices in at least one vehicle located in said congestion reduction zone, wherein said transmitted instruction cause the non-negative acceleration of a vehicle to be limited.

80. (Unchanged) The traffic congestion reduction method as recited in claim 79, wherein said activation takes place when a traffic event is detected.

81. (Unchanged) The traffic congestion reduction method as recited in claim 79, further including the step of deactivating said at least one of said plurality of acceleration limiting device.

Claims 82-83 (Cancelled).